

In the Claims:

Please cancel claim 2, without prejudice, and amend claims 1, 3, 4, 7 and 8 as follows:

1. (Currently Amended) A tire/wheel assembly where a run-flat support member having two apexes is inserted, coaxially with and secured to a rim, in a cavity portion of a pneumatic tire having a carcass layer, wherein a retention ~~groove~~grooves for receiving lubricant on an inner peripheral surface of an inner liner of the pneumatic tire is provided in a manner that ~~the~~each retention groove is faced to ~~each~~one of the apexes of the run-flat support member,

wherein only a reinforcement rubber layer is inserted between ~~a bottom of the~~the carcass layer and the inner liner in a region corresponding to the retention grooves, the retention groove and the carcass layer.

wherein a depth of each retention groove is in a range of 0.5 to 2.0 mm.

2. (Cancelled)

3. (Currently Amended) The tire/wheel assembly according to any one of claims 1 and 2, wherein a width of ~~the~~each retention groove is set in a manner that: each of one-side widths thereof is set in a range of 5.0 to 10.0 mm from a position facing the center of ~~an~~each apex of the run-flat support member in a width-wise direction thereof.

4. (Currently Amended) A tire/wheel assembly where a run-flat support member having at least one apex is inserted, coaxially with and secured to a rim, in a cavity portion of a pneumatic tire, wherein a retention groove for receiving lubricant on an inner peripheral surface of an inner liner of the pneumatic tire is provided in a manner that the retention groove is faced at least to an apex of the run-flat support member,

wherein a fiber reinforced layer is inserted between a bottom of the carcass layer and the inner liner in a region corresponding to the retention groove and a carcass layer,

wherein a depth of the retention groove is in a range of 0.5 to 2.0 mm.

5. (Previously Presented) The tire/wheel assembly according to claim 4, wherein reinforcing cords of the fiber reinforced layer are tilted in an angle in a range of 45 to 90 degrees with respect to a circumferential direction of the tire.

6. (Cancelled)

7. (Currently Amended) The tire/wheel assembly according to any one of claims 1 or 2claim 1, wherein the retention groove is grooves are discontinuous in a circumferential direction of the tire.

8. (Currently Amended) The tire/wheel assembly according to ~~any~~
~~one of claims 1 or 2~~claim 1, wherein the retention ~~groove has grooves have~~ one or more
salient portions.

9. (Previously Presented) The tire/wheel assembly according to claim
8, wherein the one or more salient portions are formed in a circumferential direction of the
tire.